U.S. COAST GUARD ENGINEERING LOGISTICS CENTER NEWSLETTER

ELCLOG

ELC Success Stories

VOLUME ONE • ISSUE THREE

WINTER 2000

The Natural Working Group Process

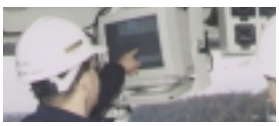
Does it Work? You Bet It Does

By LTJG Angela Cooper

On 27 May 1998 the Engineering Logistics Center chartered the ELC Bulletin/ Web Site Natural Working Group (NWG). The ELC tasked the group with developing procedures for maintaining and managing the ELC Bulletin, now known as the ELCLOG, and the ELC's Web Site which is the location for its Intranet and Internet sites.

The group started to meet once a week for about two hours. As the NWG began to focus on their tasking, they interpreted their goal as a reorganization of three products - the ELCLOG, the Intranet and Internet sites. During another focusing step, the group asked itself, "What do we have in place already?" The group found several disjunct instructions dealing with various parts of each of their products. Next, the NWG assessed the status of each product. They asked themselves, "How much work has already been completed? Which item was the closest to being a completed product?"

Continued on page 4



IN THIS ISSUE

ELC Provides Support To Alex Haley

The Latest Addition To The U.S. Coast Guard Fleet

By DCC Randy Gardner

On July 10, 1999, the USCGC ALEX HALEY (WMEC–39) was commissioned as the newest member of the Coast Guard Fleet. The ALEX HALEY, formerly a 282-foot Navy ship named the USS Edenton (ATS–1), will be used for fisheries enforcement and search-and-rescue missions in the Bering Sea, Gulf of Alaska and northern Pacific Ocean.

In November 1997, the USS Edenton arrived at Coast Guard Yard, Baltimore, Maryland to undergo a $20 million overhaul. In January 1998 logistics and funding were in place and work commenced on USCG C ALEX HALEY.

Over the next 18 months the Engineering Logistics Center (ELC), the CG Yard and the PRECOMMDET partnered to accomplish this time critical conversion. The ELC was responsible for providing logistics support services for the USCGC ALEX HALEY conversion. These services included establishment of requirements, procurement, staging, and delivery of:

- General Use Consumable List (GUCL) items.
- Allowance Equipage List (AEL) items.
- Naval Ordnance On Board Repair Parts (OBRPs).
- Electronics On Board Repair Parts (OBRPs).
- Hull, Mechanical and Electrical On Board Repair Parts (OBRPs).

In addition the ELC provided these services:

- Conducted major systems configuration validation, and developed the USCGC ALEX HALEY Management Information for Configuration and Allowances (MICA) document for the installed HM&E and Electronics equipment.
- Managed the offload and inventory of Ex-USS EDENTON's inventory.
- Ordered two (2) Rigid Hull Inflatable Boats (RHIBs) for delivery.
- Initiated the Ships Configuration and Logistics Support Information System (SCLSIS) registration and maintenance of Navy Electronics and Navy Ordnance Configuration Data on the Weapon Systems File at NICP, Mechanicsburg, PA.

Continued on page 4

Captain's Message To The Field

Greetings from the Engineroom;

Your shipmates here at the ELC strive to have 100% of CASREP requisitions out the door to you within 24 hours of receipt of the order. However, in order for us to meet that goal and fill your need, we need the MILSTRIP information just as quickly as the CASREP information. *The CASREP by itself does not provide the information we have to have to process your requisition.* Our new SCCR computer fully automates this process from requisition to material release order at the warehouse in a matter of seconds. I bring up this reminder because a cutter recently submitted a CASREP and was upset when no parts were immediately forthcoming. They were under the impression that a CASREP was all that was needed. Once it was brought to the attention of the ELC Requisition Management Branch, they worked with the cutter by faxing them a sample of a narrative MILSTRIP message and instructing the storekeepers onboard the proper way to submit requisitions for parts that are needed for a CASREP. Supporting your operations is a logistics partnership between you and the ELC. Please help us to help you.

On several occasions over the past few months we have been less than pleased with our ability to meet 100% of CASREP requisitions within 24 hours. In response, we have worked hard to refine the integrated processes across divisions which insure your part is on the way, on time, every time. So, contrary to the usual customer/supplier spiels, I do not want you to bear with us, *I ask that you hold us accountable.* If you have a CASREP with a properly submitted priority requisition and we fail to meet your expectations, please contact me directly by phone or email (410 762–6010, or jwalker@elcbalt.uscg.mil). I recently pledged the same level of support to the ATON community. If you have a priority requisition for ATON on backorder and cannot live with the estimated delivery date for operational necessity, we will move heaven and earth to get that part for you. The only reason you won't get it is that it is unavailable at any price.

Your shipmates here at the ELC really care about meeting the needs of the fleet, particularly in emergencies. When hurricane Floyd made its way up the East Coast, the ELC dispatched its emergency Logistics Action Team to help the Aids to Navigation community get the supplies they needed to replace the destroyed aids. The team consolidated the orders on scene and faxed them to the Requisition Management Branch. Requisition Management entered over 90 requisitions in three hours and the items were on a southbound truck the next morning. On another occasion, Requisition Management took a CASREP requisition from the CGC MIDGETT. When the ELC didn't have the part in stock, the Requisition Management Branch coordinated with our Platform Management Division and searched all the other 378's looking for this asset. One was located at NESU Seattle and they were asked to ship the part to the CGC MIDGETT.

My point in these examples is to convey our dedication to getting you the right part at the right time, every time. When we fail to do that, we want your constructive feedback to help us meet your expectations.

Semper Paratus and good hunting.
CAPT Joe Walker
Commanding Officer
USCG Engineering Logistics Center

U.S. Department of Transportation
United States Coast Guard

U.S. Coast Guard
Engineering Logistics Center
2401 Hawkins Point Rd. Mail Stop 26
Baltimore, MD 21226–5000
410 762–6000

Commanding Officer
CAPT Joseph A. Walker
410 762–6010

Executive Director
Mr. Michael Healy
410 762–6011

Chief, Personnel Management Office
Mrs. Connie Stevenson
410 762–6595

Chief, Platform Management Division
CAPT Kevin Jarvis
410 762–6113

Chief, Equipment Management Division
Mr. Clayton Davis
410 762–6209

Chief, Material Management Division
LCDR Drew Rambo
410 762–6309

Chief, Comptroller Division
CDR George Asseng
410 762–6408

Chief, Information Management Division
Mr. Charles Scoggs
410 762–6549

ELCLOG is prepared by the ELC's Platform Management Division.

We're working hard at the ELC to provide parts and services to the fleet. From the top of the mast to the keel, we manage everything from engines and propellers to china and silverware, from circuit cards and radar systems to ribbons and medals. With over 350,000 sq. ft of warehouse space, we can quickly respond to almost every type of need. Did you know? During a typical week at the ELC we:

- Process **67** CASREP requisitions
- Take **163** calls regarding system stock
- Process **1154** wholesale requisitions
- Perform **127** stock and status checks
- Issue **5** tech Pub revisions
- Review **70** Provisioning documents from G–A
- Issue **63** changes to PMS manuals

We take our job seriously and always welcome your feedback on ways we can improve the services we provide.

Contents

Contacting the Engineering Logistics Center

Telephone: 410 762–6000

Requisition Management
for emergency requisitions, questions about pending requisitions, ROD's QDRs, etc.
Telephone: 410 762–6800
Fax: 410 762–6213

Platform Management
for numbers listed in the platform management pages

Websites:

Internet::
www.uscg.mil/hq/elcbalt

Intranet:
cgweb.elcbalt.uscg.mil

Record Message Traffic:

The ELC plain language address is:
COGARD ENGLOGCEN BALTIMORE MD

Note that this address supersedes the previous PLADs for Supply Centers Curtis Bay and Baltimore.

CG Cutters Fired Up

Over Solid And Plastic Waste Management

By Hari B. Bindal

INTRODUCTION

Prototype incinerators were installed on three Cutter classes: 399 Icebreakers (WAGB), 378 High Endurance Cutter (WHEC), and 230 Medium Endurance Cutter (WMEC). With the success of these prototypes and completion of an environmental assessment of the proposed action, USCG accepted incinerators as a primary alternative for handling solid and plastic waste on board its major Cutters. The installation of incinerators on WAGBs and WHECs is almost complete, while installation on 270 WMECs is still under consideration. Trash compactors have been installed on all 210 WMECs as primary and as supplement on 378 WHEC and 399 WAGB classes. In addition to the incinerators and compactors, CG has installed pulpers on 399 WAGBs and is considering installation on 270 and 210 WMECs as standby equipment for food waste disposal.

LAWS AND REGULATIONS

MARPOL 73/78 Annex V regulations restrict disposal of solid waste at sea up to 25 nautical miles from nearest land and in 'special areas', and prohibits discharge of plastics anywhere at sea. The Act to Prevent Pollution from Ships provides the US regulations to comply with MARPOL. COMDTINST M5000.7, Shipboard Regulations Manual, Part 66, Water Pollution/Refuse Disposal also provides instructions to comply with MARPOL.

PROCESS OF SELECTING EQUIPMENT

The reasons for selecting incinerators include, segregation of plastics from food waste was not needed, and handling of after burn ash was easier. In addition to solid and plastic waste, incinerators also burn the waste oil and oily rags, saving cost of their disposal by other means. The Coast Guard conducted an environmental assessment (EA) of the proposed use of incinerators on board CG Cutters, which resulted in incinerators being acceptable on its Cutters. A health and safety survey conducted by the CG Office of Safety, Security, and Environmental Health also approved the incinerators. Proposals from the US and overseas manufacturing companies were received. The TeamTec/Golar incinerator from Norway was selected for prototype installation. The reasons for selection of this incinerator were that it was compact in size and meets the MARPOL Standard. The prototype installations were tested for the emission by the Navy environmental team and found to meet the Environmental Protection Agency (EPA) as well as MARPOL requirements.

EQUIPMENT AND SYSTEMS

Incinerators

The TeamTec Golar selected models are capable burning waste oil and oily waste in addition to the solid and plastic waste.

Compactors

The solid waste compacted by compactors is brought back to shore for disposal by shore facilities. If separated from plastics, it is discharge at sea at 25 nautical mile away from shore. ICI Models MP 80, 60, and 40 have been installed on 399 WAGBs, 378 WHECs, 270/210 WMEC classes respectively.

Pulpers

The marine pulpers can grind paper and cardboard along with food waste to slurry that can be pumped overboard. Except in 'special' areas, MARPOL allows disposal of food and paper waste slurry with particles smaller than 1" x 1", beyond three (3) miles from shore. The food waste has to be separated from plastic to be pulped and discharged overboard.

The following table provides the current status of the solid and plastic waste handling equipment on board CG major Cutters. ⚓

CG Solid and Plastic Waste Handling Equipment

420 WAGB	✹❖◆	399 WAGB	✹❖◆
378 WHEC	✹◆	270 WMEC	◆
230 WMEC	✹◆	210 WMEC	◆
295 WIX	◆	225 WLB	✹◆

✹ INCINERATOR ❖ PULPER ◆ COMPACTOR

What's Your Y2K Status?

By CDR Dennis Blackhall

If you have access to a SWSIII, you can find the Y2K "status at a glance" for all your standard date/time sensitive equipment at the OSC Intranet website, http://cgweb.osc.uscg.mil/y2ksc. If you want more detailed information, just click on the item name to review specific comments and get linked to the system contingency plan. If you still have questions, go ahead and give the item point of contact (POC) a call. If you're looking for the status of a particular piece of equipment that is not shown with your type of vessel, I suggest that you download the database. It only takes a couple minutes, then in an instant, search (click on the binoculars) through over 600 items that have been evaluated for Y2K compliance. Your item may be in the database but not linked to your platform. If you find such a case, please let the POC know. ELC and Navy-owned Coast Guard equipment status is available at the ELC website too, http://cgweb.elcbalt.uscgmil/y2kdb.htm. ⚓

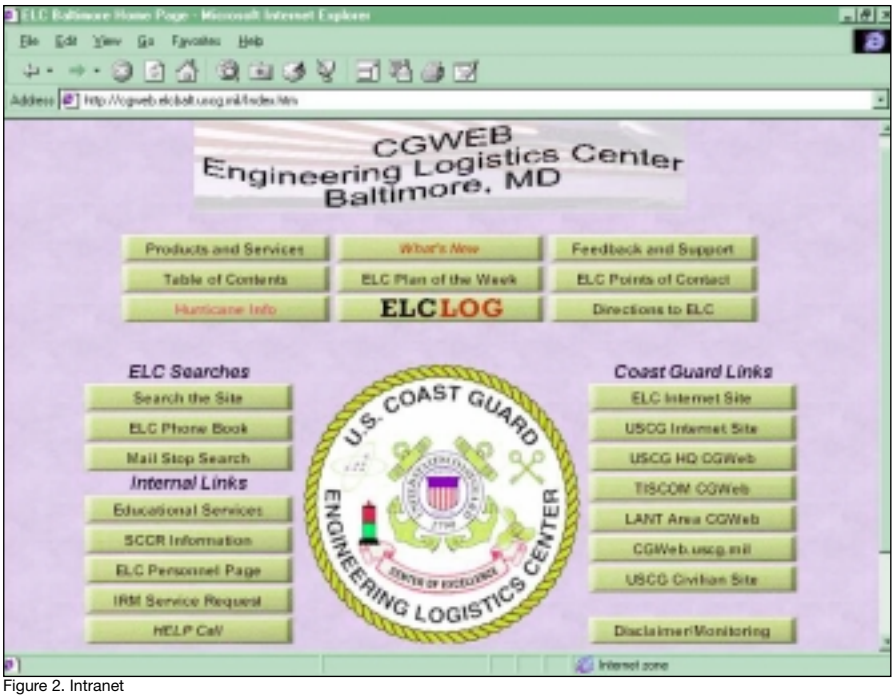


Figure 2. Intranet

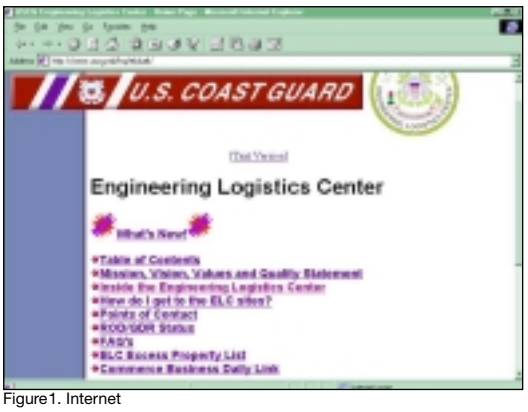


Figure1. Internet

Natural Working Group

Continued from page 1

The NWG's next accomplishment was monumental to its success and for that matter should be applied whenever quality tools are used to reach a goal. The Group developed a survey and deployed it to field units (customers) to find out what they needed from the products.

Once these valuable pieces of data had been collected, the NWG began to analyze the information they had gathered. All of the applicable instructions were reviewed. Additionally, the group agreed the Internet Site was the closest to completion, so they decided to make that product their first priority. The NWG also created a time line and milestones for each product.

CPO Joseph Harold was instrumental in the actual development of the Internet site, which came online less than three months after the NWG was chartered. Although the Chief did the majority of the work creating the site, he said the product would not be as good as it is today without the expertise and assistance of the NWG to focus and analyze what needed to occur for a successful product.

As Chief Harold worked on the Internet site, the NWG continued to move forward with the development of the Intranet site. Using the data from the surveys and brainstorming ideas, the group multi-voted to identify the top five subjects to be carried on the Intranet Site—DARTS, Excess Property, CSP and CMD

Support To Alex Haley

Continued from page1

- Requested and received the Coordinated Shipboard Allowance List (COSAL) from NICP, Mechanicsburg, for Naval Ordnance/ equipment.
- Established USCGC ALEX HALEY's Navy UIC (N12204) in the Department of Defense Activity Address Directory (DoDAAD).
- Prepared and forwarded to FISC, Puget Sound, WA, all OBRP requisitions for Navy Electronics and Naval Ordnance.
- Developed, ordered, and staged the Medical AEL listing.
- Developed HM&E PMS Manual for Navy and Coast Guard unique HM&E equipment.
- Registered USCGC ALEX HALEY in the CGPMS Database, delivered hull specific CGPMS to the unit.
- Coordinated the registration of USCGC ALEX HALEY as a recognized user of the Navy Ordnance Preventive Maintenance System (PMS).
- Defined space requirements, ordered, staged, and delivered one hundred nineteen (119) Stanley Vidmar storage cabinets for OBRPs and general storage.
- Provided Configuration, Allowance and Maintenance information to G-SLS for CM-Plus database development.
- Prepared Main Space Fire Drill Documentation and the Casualty Control Manual.
- Developed FCCS, DC PLATES and validated all spaces for proper Damage Control classifications.
- With no additional resources the ELC accomplished their tasking on schedule and under budget, with the cooperation of the CG YARD and the PRECOMMDET from the USCGC ALEX HALEY. ⚓

Status, Supply Advisory and Electronic Support Gram. The NWG then gave Chief Harold the framework for the Intranet site and he was able to execute the group's plan, bringing the Intranet site on-line the first week of October 1998. This kept the project's time line on track.

Alan Haddaway, a Logistics Coordinator for the Platform Management Division, provided the necessary structure and expertise to keep the NWG moving towards its third goal—the publication of the ELCLOG. The group solicited articles from ELC personnel. As the articles came in, each member was responsible for a certain number. The member would read the articles and provide summaries to the group. The NWG then voted on the timeliness, relevance and applicability of the entry. Articles with the highest scores were published and the first ELCLOG in January 1999.

The NWG, also made up of LCDR R. Wharton, CWO Terrance Manning, CPO Ed Gies, Jacqueline Davis, Helen Miller, Bradley Holtzapple, Terry Bernard and Cosmo Paone, then began the task of permanently establishing procedures by developing and updating instructions. Brainstorming and flow-charting were very helpful tools during this phase, Chief Harold said.

The group relinquished their completed products and instructions to the Futures Branch (017), which continues to run all three programs. To visit the ELCs Internet site go to (fig.1) http://www.uscg.mil/hq/elcbalt/elc.htm. For the Intranet site go to (fig.2) http://cgweb.elcbalt.uscg.mil. The **ELC**LOG is published quarterly.

The ELC has had several similar successes with NWGs, such as the replacement of the P5 pumps with the P6 pump and the creation of the ELCs Informational Brochure. For guidance on how to best utilize the NWG processes refer to the USCG's Process Improvement Guide (PIG) Third Edition, March 1997, http://www.uscg.mil/hq/elcbalt/elc.htm. ⚓

Visit Our Websites At

Internet:
www.uscg.mil/hq/elcbalt
Intranet:
cgweb.elcbalt.uscg.mil

ELC Home Page

Electronic Validations

Let Us Help You Maintain Your Configuration!

By Robby Ramkumar

Many cutters visit the Coast Guard Shipyard for dry-dock and dockside availability each year. In an effort to produce top level Navy logistic support, the ELC's Electronic/Ordnance Branch (016), takes full advantage of these availabilities by visiting each ship. Our validation team will normally contact your ship prior to coming onboard and discuss our Configuration Management (CM) initiatives. Once onboard, expect to see us armed with validation tools, such as flashlights, screwdrivers, magnifying glasses, and a hardcopy of your ship's Navy electronic configuration data. The validation process starts with an in brief to explain the purpose, function and goals of our visit. Next, the validation team will perform a stem to stern electronic equipment validation including checking for field changes and applicable shipalts. We will train your ETs on how to complete the Navy's Ship Configuration Change Form, OPNAV 4790/CK. Submittal of this form is required when Navy equipment is newly installed or removed from your ship. We will also review your MICA/COSAL documents for discrepancies and hold a forum for all your logistics support questions. Finally, we will compare all the equipment information gathered during the validation against a copy of your unit's Navy database that resides in the Navy Weapon Systems File (WSF). Upon our return to the ELC, all configuration discrepancies found including wrong serial numbers, locations, equipment versions, missing equipment and related logistics data are corrected in the WSF.

An accurate equipment registration within the WSF will generate top level Navy logistics support. It will contribute to expedited Navy requisitions, equipment field change registration and increased Navy equipment asset visibility. To help supplement other Coast Guard CM programs, the validated equipment data in the Navy WSF also plays an important role in updates to your unit's MICA and CMPLUS databases. Once your unit departs the shipyard, you can continue to keep your Navy logistic support data accurate and uninterrupted by requesting a WSF extraction of all registered electronic equipment for your unit annually. This will allow you to monitor any equipment changes from the last baseline ship validation we performed and ensure that all submitted OPNAV 4790/CKs have been properly captured in your unit's database.

If you have any questions or need information on Navy reporting, you can contact Robby Ramkumar at the ELC, 410 762-6159 or via email at rramkumar@elcbalt.uscg.mil. ⚓

Electronics/Ordnance Branch

Chief, Electronics and Ordnance Branch
CDR Dennis Blackall 410 762-6629
Logistics Manager
Mr. Ron English 410 762-6158
SCLSIS Configuration Data Mgr.
Mr. Robby Ramkumar 410 762-6159
SCLSIS Configuration Data Mgr.
ETC Lane Sherlock 410 762-6607
SCLSIS Configuration Data Mgr.
ET2 Henry Harle 410 762-6164
ELEX Configuration Data Mgr.
ET3 Jon Larson 410 762-6602
ELEX Configuration Data Mgr.
ET3 Richard Gavin 410 762-6026
Ordnance Team Leader
LT Allen (Brian) Jones 410 763-6632
Mk 15/Mk 36/Module Test Repair
CWO Michael Miller 410 762-6626
Mk 75/Mk 38/Budget
CWO Dan Gilt 410 762-6638
Mk 92/COSAL
FTC Eric Schoch 410 762-6621
Branch Secretary
Ms. Shelia Galloway 410 762-6620

If It Ain't Broke . . .

PMS 2000 Update

By LTJG Patrick Archibald

In the present environment, where we are challenged to work smarter and more efficiently, we need to examine the need and motivation for everything we do; including Preventive Maintenance System (PMS). If a need can not be justified, we should question the expenditure of valuable labor hours and resources. This philosophy was the basis for the PMS 2000 project.

Employing the best parts of various maintenance philosophies, the PMS 2000 project attempts to provide cutters with a Hull, Mechanical, and Electrical Preventive Maintenance System that increases reliability of systems, reduces possible waste of resources, and can be realistically accomplished. One of the maintenance philosophies that PMS 2000 draws upon is Reliability Centered Maintenance (RCM). Named for the role that reliability theory plays in focusing maintenance tasks on the retention of the inherent design reliability of equipments, RCM seeks to preserve the function of systems. This is accomplished by increasing the reliability of the individual equipments within a system. RCM was developed by the aviation industry in the 1970's and has gone through various iterations over time. The Navy's approach to RCM is documented in MIL-P-24534A(NAVY). Following a strict interpretation of RCM leads to extensive paper documentation, including system analysis, Failure Modes and Effects Analyses, to name just a few. This process is probably best suited to new acquisition cutters where maintenance requirements have yet to be developed.

The PMS 2000 project embraces the RCM philosophy, but tailors the degree of analysis appropriately to an existing fleet backed by years of experience. Deploying RCM principles, using Existing Task Flowcharts, and relying heavily on Coast Guard corporate knowledge, the PMS 2000 project employs RCM tenets in a highly accelerated fashion. The project has coupled RCM with the best parts of Condition Based Maintenance, Profit Centered Maintenance, and other variations such as Predictive and Proactive Maintenance. These philosophies have helped in the formation of the PMS 2000 project, which has truly brought the Coast Guard beyond traditional Preventive Maintenance. The project has embraced an aggressive schedule. Since its inception in January of 1997, the 140 WTGB and 120 Barge, 378 WHEC, and 210 WMEC, 175 WLM, Damage Control, 225 WLB, 270 WMEC, 110 WPB, 180 WLB, 87 WPB, 230 WMEC, 213 WMEC, 82 WPB, 49 BUSL, 400 WAGB, 47 MLB, 295 WIX, 290 WAGB, 160 WLIC and 41 UTB have participated in the PMS 2000 project.

PARTICIPATION is the key to the success of this project. Attendees are solicited to include the widest possible knowledge base, relying on cutter participation as the core. MLC's, Assist Teams, NESU's, and Type Desk's, in addition to ELC representatives, are just some of the players that are sought for their subject matter expertise. This group then spends approximately one week discussing and brainstorming as they effect changes that will allow the Coast Guard's Preventive Maintenance System to evolve.

The solidification of vision statements and strategic plans into a realistic and workable program is the result of these conferences. With the PMS 2000 initiative, Coast Guard Men and Women are given the chance to contribute to, and directly reap the benefits of, an exciting new project that is setting the standard for preventive maintenance systems. On average the PMS 2000 Project has reduced the maintenance labor hours required per cutter by 25%–30%. Across the Fleet the project has seen the review of over six thousand Maintenance Procedure Cards, saving over a million labor hours. The project has also created a baseline for further maintenance analysis and supports an effort to ensure that similar equipments on different platforms have the same PMS wherever possible. This allows for a more easily managed system, as well as training benefits, when personnel are transferred to other units operating the same equipments.

The project is sponsored by Chief, Office of Naval Engineering (G-SEN), and is being accomplished by the Engineering Logistics Center (ELC) in Baltimore, MD. The Futures Branch (017), represented by CWO3 Bob White and LTJG Patrick Archibald, is spearheading the project from the ELC. ⚓

399 WAGB Cutter Support Review Results

By LTJG Dennis Kohanyi

The ELC has gotten off to a slow start on the issues discussed at the 399 WAGB Cutter Support Review, 24–26 May 1999. Ongoing projects such as the 140 WTGB CSR, MACKINAW PMS Review, ELC ISO re-certification, and the POLAR STAR CMPlus Installation, are taking precedence over the new work generated at the 399 WAGB CSR. We have made progress on a few of the Commodity Management Plans developed at the conference.

The manufacturer of the 3-Ton and 15-Ton Cranes, MacGregor-Hagglund, conducted a shipcheck on POLAR SEA 14 June 1999. They have developed a report that includes suggestions on how to continue supporting these cranes for the remainder of their service life. The Coast Guard is currently reviewing the requirement for the cranes to rotate more than 360 degrees. If this requirement is no longer necessary, we have developed a simple solution for the problem with the hydraulic swivel. A ship set of crane motors has been purchased from MacGregor-Hagglund. When we receive them, we will place them in inventory as deep-insurance spares.

We have started developing Allowance Parts Lists for the Port J-Davit, HPU and Aft J-Davit HPU, and modifying the Aft J-Davit APL. We anticipate gathering all technical information by 30 December 1999 and completing work on all four APL by March 2000.

All the contracting is in place for starting the CPP Pump turn-in program. When we receive the "F" condition CPP Pump from NESU Seattle, we will inspect both their pump and our deep-insurance spare and make all necessary repairs to both.

Since the CSR, we have received three new Pitch Setters from ESCHER-WEISS. All three units were sent to POLAR STAR in preparation for DEEP FREEZE, and three more are due in January 2000. We are currently coordinating with the CG YARD and ESCHER-WEISS to get a repair program started.

We will continue to work on these, and the rest of the CMP, and keep you updated on our efforts. ⚓

Icebreaker Branch

Chief, Icebreaker Branch
CDR Eric Linton
410 762-6137

RIP Logistics Officer
LT Mike Smith
410 762-6128

Logistics Manager/ Type Support Manager
LTJG Dennis Kohanyi
410 762-6605

Configuration Data Mgr.
Ms. Deborah Blake
410 762-6601

New Status Of 110 WPB ShipAlts

By CWO Jim Lee

The following ShipAlts have been completed and forwarded to the fleet since last publication:

ShipAlt 110–A–070: EEBD Installation. Released 09-13-99.
ShipAlt 110–C–069: MK38 Barrel Locking Clamp. Signed 05-04-99.
ShipAlt 110–A–068: MDE Shutdown Pulley Replacement. Released 01-28-99.
ShipAlt 110–C–067: FWD Peak Scuttle Replacement. Signed 01-04-99.
ShipAlt110–C–065: Fiber Optic LAN Installation. Signed 12-17-98.
ShipAlt 110–A–064: Improve Ventilation. Signed 12-11-98.
ShipAlt 110–C–063: CAPAC Remote Indicator (Amend 1). Signed 12-09-98.
ShipAlt 110–B–062: AN/SPS-73(V11) SURFACE SEARCH RADAR. Signed 01-22-99.
ShipAlt 110–A–059: Relocate Crane Controls. Signed 03-28-98.
ShipAlt 110–A–052: EMI Upgrade (Amend 1). Signed 08-14-98.
ShipAlt 110–B–050: INMARSAT STD-C (Amend 1). Signed 06-08-98.

The following draft ShipAlt has been reviewed and pends signature release from G-SEN:

- **SEWAGE ISOLATION VALVE MODS.**

The following draft ShipAlts have been developed and are out for review:

- **REFRIGERANT GAS DETECTOR INSTALL.**
- **FIRE An FLOOD ALARM MODIFICATION.**

The following items have been prototyped and are being developed into a ShipAlt:

- **REDUCE HIGH NOISE LEVEL.**

The following projects been prototyped and pend feedback to develop ShipAlt:

- **OPEN BRIDGE CONSOLE MODS**
  Pends CGC BLOCK ISLAND prototype feedback.
- **OWS REPLACEMENT**
  Pends CGC PADRE/EDISTO prototype feedback.

The following projects are also under development:

- **A/C RAW WATER UPGRADE**
  Pends ELC evaluation development.
- **S/W DIVERTER VALVE**
  Draft S/A pends MLCLANT input from CGC ADAK.
- **AFT STEERING HEATER**
  Pends further evaluation and prototype installation.
- **POWER INVERTER UPGRADE**
  Pends MLCA prototype installation.
- **WINDSPEED INDICATOR REPLACEMENT**
  Pends completion of SOW by ELC.
- **J/W HEATER SYSTEM REPLACEMENT**
  Pends SOW and prototype install evaluation.
- **PRELUBE PUMP CONTROLLER REPLACEMENT**
  Pends prototype install by MLCP.
- **STEERING CONTROLLER REPLACEMENT**
  Pends SOW and prototype install evaluation.
- **SLOW SPEED DRIVE**
  On hold pends additional recommendations from G-OCU.
- **BATTERY CHARGER EXHAUST INTERLOCK**
  On hold. Changes to draft S/A pend shipcheck by MLCA (vad-4).
- **FIXED STERN FLAP**
  Draft S/A pends prototype install.
- **VARIABLE SPEED E/R SUPPLY FAN**
  Draft S/A pends funding and prototype install.
- **SHAFT SEAL INSTALLATION**
  Draft S/A pends prototype install and evaluation.

The following projects/case files have been closed:

- **NAV LIGHT PANEL MODIFICATION**
  Case file closed (Consolidated).
- **SEA CHEST SEA SCOOP MODIFICATION**
  Case file closed per MLCPAC feedback. ⚓

399 WAGB Tail Shafts

By LTJG Dennis Kohanyi

The demand for 399 WAGB Tail Shafts has skyrocketed. The ELC has received three hits for these 30-year spares in the last six months! And we anticipate another requisition in the next three months.

We expedited the repair of the wing shaft in order to meet POLAR STAR'S availability in February 1999. After inspection, MLCPAC determined the shaft did not need to be replaced and the shaft was placed in long-term storage.

As soon as the Centerline Shaft was ready for issue, we shipped it to POLAR STAR for her Emergency Dry Dock in April 1999. Again, MLCPAC decided not to replace the shaft, and we put the shaft in long-term storage in Barstow, CA.

When the Cooper Bearing Flame Spray Shield failed on POLAR STAR'S shakedown cruise, MLCPAC determined it was more feasible to replace the shaft than try to repair it. So the shaft was shipped from Barstow back to CASCADE GENERAL SHIPYARD. This last requisition was turned around in 10 days resulting in no days lost due to receipt of parts. This was no small feat considering this is the largest item in the ELC'S inventory.

The ELC is currently working with MLCPAC to repair the shaft coming off of POLAR STAR in time for the upcoming availability on POLAR SEA in January 2000. We do not anticipate any problems meeting this schedule. The ELC is proud to offer this flexibility and level of support to all its platforms, and we will continue to do so in the future. ⚓

It's Your Responsibility

CASREP Message Drafting

By LTJG Jaime Ramos

CASREP messages are an important way for the cutter to communicate to the ELC and MLC about parts and support needs.

CASREPS should comply with the following references: COMDTINST M3501.3 E. and Chapter 2 of NWP 1-03.1. A common problem is that CASREPS are not submitted within 24 hours of the casualty. CASREPS are not only used for support services but also for tracking recurring equipment problems to justify class wide modifications.

CASREPS should also be updated via a CASUP, CASCOR, or a cancellation. This includes major progress toward repair, upgrades and downgrades and any obstacles in getting the desired service or part.

Another problem is improper CASREP categorization. Cutters should use the appropriate SORTS decision aid to ID the correct CASREP category. Units without a designated SORTS decision aid should use guidance provided in Chapter 3 of COMDTINST M3501.3E.The CASREP should also inform your entire chain of command, that is your OPCON and ADCON. They should also be updated regularly.

Operational units should list the nature of the request followed by the location where the assistance is requested. If a recommended source of supply for commercial parts exists say so in the ASSIST or REMARKS line. Make sure that the ordered parts are listed with their document or PO numbers and are shown in the 1STRIP line.

The AMPN line on CASCORS should include hours to correct, hours since last failure and days delay in receipt of fours. Hours to correct should include total man-hours to correct by the cutter and other assisting units.

Equipment Identification Code should be correct and are provided in COMDTINST M3501.3E. Both the USCG and the USN use the EIC to track problematic equipment.

A proper CASREP will help get what you need and what you want sooner and not later. Also proper formatting and updates help your overall class of cutters by tracking problematic equipment. Down the road, problematic equipment could lead to a class wide alteration, eliminating the problem altogether. ⚓

ShipAlts Keep Icebreakers Going!

By CWO Gabe Montford

■ **399 WAGB:** A ShipAlt has been developed and is in the final routing stages for approval to remove the existing reefer system and install new environmentally safe 134A refrigerant systems.

■ **140 WTGB:** A ShipAlt has been drafted for the RHI Boat Boom Replacement, but is being held up until design problems and equipment issues are resolved. The ELC is working with the YARD, MLC, Technical Representatives, Headquarters, and the fleet to solve the problems. When the solution is identified, the ShipAlt will be issued and installed systems will be retrofitted. Please ensure the YARD or ELC knows of any modifications made to this system to make it run better.

■ **65 WYTL:** The ELC received feedback from units about the content of ShipAlt 65 WYTL–A–52 Electronic Standardization and Upgrade. There are at least two different configurations present in the field and the alteration is only based on one. As the alteration is currently written it does not apply to the entire fleet. Therefore the ELC is reviewing the ShipAlt and will issue a revision. ⚓

47 MLB MICA Discrepancies

In spite of our best efforts in providing you a perfect MICA document, there are going to be discrepancies found. We decided the amount of time and effort needed to correct the problems did not justify delaying the MICA distribution. Any known discrepancies will be noted in the MICA promulgation letter. We also enclosed a MICA Discrepancy Review Form at the back of the MICA Users Guide for any recommendations concerning corrections to the MICA. Recommendations should be forwarded to Engineering Logistics Center (ELC) Code 014. ⚓

55 ANB Reviews Completed

The 55 ANB Ship Structure and Machinery Evaluation Board (SSMEB), along with the Manufacturer's Supportability Review were completed this summer. Results should be out by January 2000. Any changes to part numbers, sources of supply will be reflected in the Pen and Ink Changes section. ⚓

41 Battery Charger

We received a call from a unit that was trying to order a new battery charger for their boat. Upon investigation of the stock number and numerous phone calls to LaMarche we found out that they no longer make the charger found in the boss book. Standard Boats is currently researching a new charger with 41 Type Desk and ELCs electrical engineers. Now that we have a chance to replace the charger we are trying to find one with the ability to charge maintenance and gel cell batterys. We have submitted our findings and are awaiting review by the engineers. Since this item is managed by the navy we have no ideal what charger they will put in its place. We hope to have this issue resolved soon. We have called units that have outstanding Casreps for this item and inform them of the current problem and resolution we are working on. As always any question feel free to contact us. ⚓

BoatAlt 41UT–B–101

SeaStar hydraulic fluid is compatible with the 41s new steering system. The part numbers are:
HA5430–1liter HA5440–4 liters

Alternate part numbers are:

SeaStar	SeaStar oil part HA5430
Shell	Aero Shell Fluid #4
Esso	Univis N15 or J13
Texaco	HO15
Chevron	Aviation Hydraulic Fluid A
Mobil	Aero HFA ⚓

Standard Boats CASREPS

What is the current PLAD for Standard Boats here at the ELC? COGARD ENGLOGCEN BALTIMORE MD//014// ⚓

Port Security Units (PSUs)

Greetings to all the PSU units. Im CWO Brown your Type Support Manager and Project Officer. I would like to take this opportunity to officially welcome you into the Standard Boat Community. We are approximately 75% finished establishing the PSUs in the Federal Supply System. Our Allowance Parts List is approximately 85% complete and will be 100% completed by January. We also processed 95% of the Allowance Equipage List into the system. Our plan is to publish and distribute the PSU MICA document by February 2000. Soon after the document is distributed to your unit, you will receive a visit by 014 Branch to administer training. In the beginning of the summer of 1999, MKC Zimmerman mailed out suggested PMS items to the PSUs requesting input. Please respond; this information is vital to this project. So please, if you have PMS information that you feel should be in the PMS manual, contact MKC Zimmerman. I hope to see most of you soon. ⚓

47 MLB Injector Timing Tool

Recently the NMLBS identified the injector-timing tool, P/N J-1242 (1.460") is the incorrect tool for our engines. The engine data plate and the DDEC Troubleshooting Guide (6SE490) requires the use of the injector timing tool P/N J-25502, providing an injector height setting of 1.520". The project is taking the necessary actions to rectify this situation and provide the correct timing tool. However, if the units wishing to procure one now, the injector timing tool P/N J-25502 is available in the Federal Supply System, NSN 5220-01-348-1638, for a cost of $16.44. This change has also been noted in the Pen and Ink change portion of this article. ⚓

Pen And Ink Changes

1. **47 MICA MANUAL,** APL 66725821D4, page H-213 line through item 17, P/N 5106812. Item number 17 in the illustration needs to be renumbered item 16.
2. **47 MICA MANUAL,** APL 66725821D5, page H-309 line through item 17, P/N 5106812. Item number 17 in the illustration needs to be renumbered item 16. Line through item 16, P/N 23515197 and replace with new P/N 23520306.

3. **47 MICA MANUAL,** APL 83813401C4, page H-361 replace 0A's NSN with new one.This item has been assigned NSN 2010-01-463-9116.
4. **47 MICA MANUAL,** APL 66725821D4, page H-217 item 3, P/N 5132650. Replace P/N with 23505492 and NSN with 4730-01-350-2088.
5. **47 MICA MANUAL,** APL 66725821D5, page H-289 item 3, P/N 5132650. Replace P/N with 23505492 and NSN with 4730-01-350-2088.
6. **47 MICA MANUAL,** APL 66725821D4, page H-244, P/N J-1242, NSN 5210-00474-6400. Replace P/N with J-25502 and NSN with 5220-01-348-1638.
7. **47 MICA MANUAL,** APL 66725821D5, page H-318, P/N J-1242, NSN 5210-00474-6400. Replace P/N with J-25502 and NSN with 5220-01-348-1638. ⚓

NOTE: Remember to update your MICA Index, SNSL and Cross Reference to show these changes.

Recent Completed BoatAlts

Class	Number	Title	Date Issued
25 TPSB	25PSU–A–01	GPS Installation	30 JUN 99
41 UTB	41UTB–B–99	UTB Engine Air Separator Install	01 JUL 99
41 UTB	41UTB–B–101	UTB Steering	06 JUL 99
44 MLB	44MLB–B–105	MLB LoudHailer Standardization	27 FEB 98
47 MLB	47MLB–C–001	MLB DGPS Upgrade	15 JUN 99
47 MLB	47MLB–C–002	MLB Hull Marking Change	18 JUN 99
55 ANB	55ANB–A–36	ANB Mast Upgrade	29 SEP 98
55 ANB	55ANB–A–37	ANB Engine Access Hatch Dogs	02 NOV 98

NOTE: If you have not received a copy of these BoatAlts, contact your Group. ⚓

ELC BoatAlt Process

Units anticipating a BoatAlt should be aware of how the process works. Each BoatAlt request must be forwarded through the chain of command to the Configuration Control Board (CCB) with a copy sent to the ELC Type Support Managers. Type Support Managers will enter the BoatAlt request into a database where each request is tracked through the process. Once the CCB has the BoatAlt request, it will determine if the concept is worth pursuing. If the CCB wants to pursue concept, the BoatAlt request will be sent to ELC via G-SEN. ELC will then authorize a prototype for the BoatAlt request to collect data and test the concept over a period of time. Prototypes for the 41 UTB are usually performed and evaluated at the UTB System Center (UTBSYSCEN) while the 30 SRB, 44 MLB and 47 MLB are usually performed and evaluated at the National Motor Life Boat School (NMLBS). As the designated prototype performance period ends, a Prototype Evaluation Plan (PEP) that contains pertinent information will be sent to the Type Support Manager at ELC. If the prototype was a success, the Type Support Manager gathers all the detailed information from the Boat Engineering Branch at ELC, MLC's and UTBSYSCEN and NMLBS. The collated information is then drafted into BoatAlt format and sent out for "concurrent clearance." When it is returned to the Type Support Manager, any minor changes are made and the document is forwarded up the chain of command to G-SEN for final approval and signature. Once approved, the Type Support Manager mails the promulgated BoatAlt to both MLC's for fleet wide distribution. If CCB denies the BoatAlt request or the prototype fails, the BoatAlt request is returned to the originator denied. ⚓

47 MLB D-Ring Removal

With the elimination of D-Rings on the production 47 MLB boats, units that have the D-Rings installed are authorized to remove them. The 47 MLB D-Ring removal is a fit form and function procedure and no BoatAlt will be issued for this change. Units requiring the guidance into the removal procedures can call MKC Busby at the MLB PRO phone number 504 253-6179 or CWO Martin at 504 253-6168. ⚓

49 BUSL Chainstopper

The original 49 chainstopper design caused bolt shearing adjacent to the chainstopper during routine aids-to-navigation missions on CG-49403 and CG-49404. ANT New York's CG-49405 prototyped a new stiffener for the chainstopper. The prototype involved removing the mild steel roller and inserting a 6-inch, schedule 80 pipe centered around the pin, and installing an Ultra-poly roller. Several improvements emerged that will be incorporated into the new polymer roller chainstopper. These include: preventing lateral motion of the chainstopper pin, installing bearings on the chainstopper cheek plates, and reducing aft void saltwater intrusion. Futures plans include hiring the Coast Guard Yard to fabricate and install the new polymer roller chainstopper (including the proposed improvements) on all 49 BUSL's. ⚓

49 BUSL PYROMETER RETROFITS

The pyrometers were modified for hulls 49410 through 49426. Hulls 49405, 49406, and 49407 are addressing the issue during Yard availabilities. Retrofit kits are being fabricated for the other hulls. ⚓

49 BUSL MICA

The completion date for the 49 MICA manual was October 1999. The manual provides allowances for the BUSL hulls and supercedes all existing documents. The new MICA manual contains illustrations and support information for the ANT teams and Groups. The MICA manual contains a User's Guide at the front of the document that assist personnel using the new manual. MICA training will be provided to the units after the document's release. ⚓

49 BUSL MDE S/W Pump

The gear driven S/W pumps were removed from the propulsion diesel engines on the 49 BUSL hulls 49410 through 49426. A small electrical pump (P/N 18510-0021) replaced the gear driven pump to allow for shaft cooling. Hulls 49405, 49406, and 49407 are scheduled to have the gear driven S/W pump replaced by the electrical pump during yard periods. Hulls 49403, 49404, 49408, and 49409 are scheduled to receive retrofit kits; the electrical pump will be supported by ELC in later editions of the MICA manual frontmatter of the document that will assist personnel using the new manual. MICA training will be provided to the units after the document's release. ⚓

Standard Boats Branch

Chief, Standard Boats Br.
LT John Whittemore
410 762-6189

ATON Type Support Mgr.
CWO Roy Brown
410 762-6185

SAR Type Support Mgr.
CWO Michael Mchale
410 762-6188

Platform Configuration Mgr.
MKC Michael Zimmerman
410 762-6181

49 BUSL Project Support
EMC Ivan Dump
410 762-6184

47 MLB Project Support
MK1 Williams Corners
410 762-6160

Configuration Data Mgr.
MK2 Paul Lanneau
410 762-6187

Configuration Data Mgr.
MK3 Linton Whitehead
410 762-6182

47 MLB/49 BUSL Project Mgr.
Mr. Abe Loyal
410 762-6135

As always, please continue to help us in our efforts to provide a MICA (BOSS) Manual that meets the requirements of the ultimate user. . . . You the field. Information and suggestions can be provided by sending in a suggestion card. ⚓

Central Engine Overhaul (CEO) Team

By SKC Robert Signor

The Central Engine Overhaul (CEO) Team is responsible for administering the overhaul program for small boat and patrol boat propulsion units. The team has experienced a great deal of turnover in personnel as a result of the summer transfer season—who hasn't? The team is lead by CWO2 Robert Reynolds. The following list provides updated points of contact for the various programs managed by CEO:

Team Leader
CWO Robert Reynolds
410 762-6710

Paxman
MKC Pat Mulrooney
410 762-6791
SKC Robert Signor
410 762-6786

MTU
MKC Pat Mulrooney
410 762-6791

Cummins
MKC Mike Romanuski
410 762-6220
MK1 Gene Scherer
410 762-6798

Caterpillar
MKC Ken Albers
410 762-6795
MK1 Gene Scherer
410 762-6798

Detroit Diesel
MK1 T. J. Bouknight
410 762-6796
MKC Mike Romanuski
410 762-6220

Misc Gears
MK1 Gene Scherer
410 762-6798

ZF Gears
MKC Ken Albers
410 762-6795
MKC Pat Mulrooney
410 762-6791

Admin/Funding
SKC Robert Signor
410 762-6786

Fax Number
410 762-6203

In the event you are unable to speak to the primary or secondary point of contact regarding a warranty issue, please call the CEO Warranty **Hot Line at 410 762–6229** and your call will be promptly returned. Please have necessary informaton ready. ⚓

Meeting Our Customers Needs

From the Desk of the Transportation Officer
By Jim Christ

ATTENTION COAST GUARD RECEIVING DEPARTMENTS: *Look out for those ugly green labels on your inbound shipments!* ELC's Transportation Management Specialist, Brenda Barry, came up with the idea of tagging our freight shipments with labels that remind recipients to promptly report and document evidence of loss or damage that may have occurred in transit. The FINCEN Freight Claims office has already reported that the label's impact has had dramatic and positive impact on freight claims reporting. A return of thousands of claims dollars is anticipated as a result of timely and accurate transportation discrepancy reporting. For more information on freight discrepancy reporting requirements, call: 757 523-6763 or e-mail, rsmith@fincen.uscg.mil.

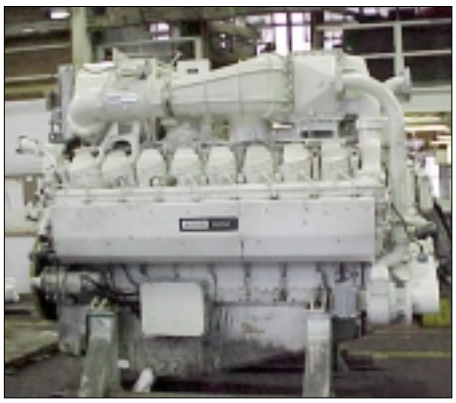
Getting the Best Buy for Your Transportation Dollar: Our staff of Transportation Specialists use several "routing" resources to help insure you get your ELC supply order when you need it. How? Well, for example, we use:

- **GSA-approved carriers:** Offer significant discounts on transportation services vs. commercial rates. The GSA CD-ROM routing program allows CG shippers to get immediate charges for its ground freight shipments within the lower 48 states. Shipments to points in Puerto Rico and Alaska are also served by special discount tenders.
- **Special negotiated "tenders" and contracts:** Provide express delivery services to satisfy emergency supply and equipment requirements to all points in the United States and abroad ELC often uses specialized equipment and security services to safely transport a variety of oddly configured, over-sized and excessively heavy ship parts and machinery. A pool of reliable and reputable "specialized" carriers offer cost favorable services to support CG Yard and MLC missions.
- **DOD & GSA World Wide Express (WWX) contract:** Allow us to move critical parts to all corners of the globe for discounts exceeding 50% of commercial rates. Underway cutters in deployment have been beneficiaries of this service.
- **DOD's Air Mobility Command:** Provides air lift services for our special overseas needs at nominal cost. It is used especially for freight shipments that need levels of security protection and relief of custom clearance problems.

We expect the best from the carriers we choose to serve our 2,000 plus customers worldwide. By monitoring service performance and selecting only those carrier with acceptable track records, we've found our most used carriers deliver on time over 95% of the time. This exceptional performance includes successfully meeting over 98% of the over 1500 emergency CASREPS ELC shipped out during the past 12 months.

With the refinement of our new supply management system and inching closer to using electronic methods of transportation acquisitions, ELC will continue to enhance its supply support to all its customers. ⚓

The Central Engine Overhaul (CEO) Team



What Do You Think? Please Let Us Know.

Customer Feedback. If there is any information you would like to see included as a regular part of this publication, or if there is any way you feel it could better service you as a customer; please take a moment to provide your comments here. Simply fax a copy of this form to 410 762-6085. Thanks for your interest in helping us improve our service to you, our customers.

To: **Content Approving Officer, USCG Engineering Logistics Center**

_____

_____

_____

_____

_____

_____

_____

_____

From:_____

Come to See Us

From Washington and Points West or South

From HWY 95 or 295 North, Turn right on Baltimore Beltway I-695 heading east toward Key Bridge for 5.4 miles to Exit 1. At the end of the off ramp, bear right. You will immediately come to an intersection with a traffic light (Hawkins Point Road). Make right on Hawkins Point Road and continue for ½ mile to the first traffic light. Turn left into the Coast Guard Yard. The gate guard will provide a parking pass and parking directions.

From Baltimore and Points North or East

From HWY 95 South, turn left on Baltimore Beltway I-695 heading southwest for 16.7 miles, over the Francis Scott Key Bridge, to Exit 1. At the end of the off ramp, turn left. You will immediately come to a an intersection with a traffic light (Hawkins Point Road). Turn right on Hawkins Point Road and continue for ½ mile to the first traffic light. Turn left into the Coast Guard Yard. The gate guard will provide a parking pass and parking directions.

U.S. Coast Guard Engineering Logistics Center
2401 Hawkins Point Road
Baltimore, MD 21226–5000

Commanding Officer
U.S. Coast Guard Engineering Logistics Center
2401 Hawkins Point Road Mail Stop #26
Baltimore, MD 21226–5000